

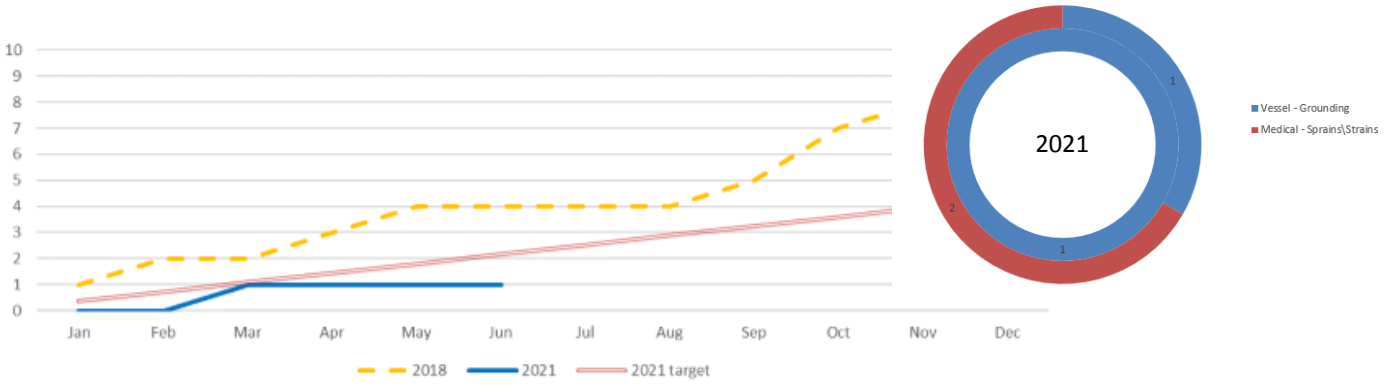


Marine Safety Management System (SMS) Six Monthly Report—July 2021

Marine Safety Plan Performance 2021—2023

10% Reduction in Serious/Very Serious Incidents

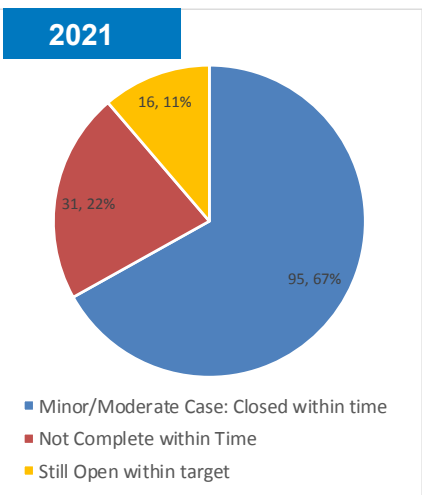
Serious and very serious incidents so far in 2021—there has been **1** serious incidents reported so far in 2021— we are currently on target to achieve our **10% reduction on the last 3 yearly plan (2018-2020)**



Definitions

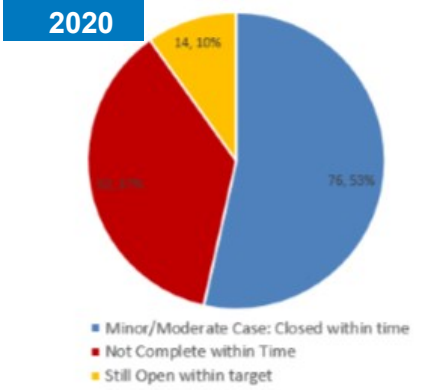
- Incident:** All incidents, including breakdowns which result in an incident or near miss occurring.
- Deficiency:** Breakdowns which did not lead to an incident or near miss. For Commercial Shipping, these are reported to the Maritime & Coastguard Agency (MCA) if they fail to comply with the requirements of international conventions (i.e. SOLAS, MARPOL, and STCW).

Incident Closeouts



We are in a better position this year, than we were at this point last year with the amount of incidents being closed on time. 95 minor/moderate incidents have already been closed in comparison to just 76 this time last year that's an increase of **25%**

Alongside this the number of incidents not being closed within the target period has reduced significantly.



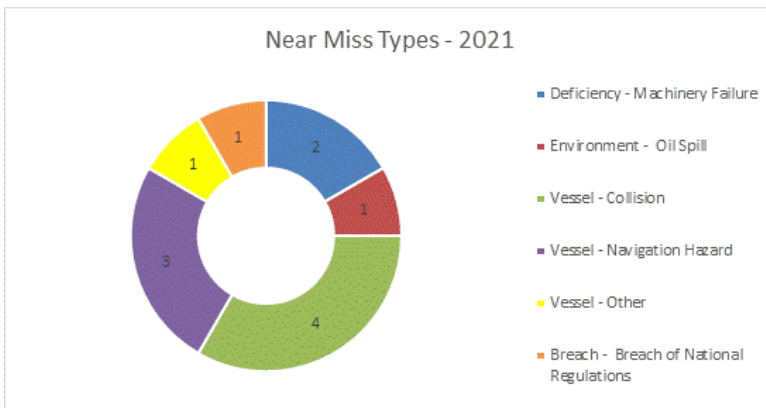
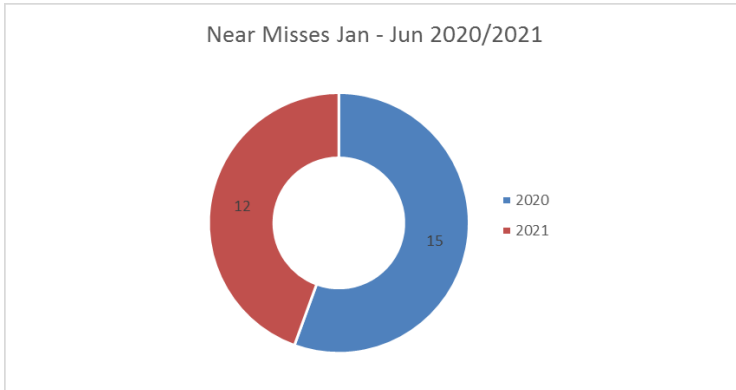
- Minor Incidents**
Our target for completing minor incident investigations is 4 weeks.
- Serious / Very Serious Incidents and Prosecutions**
The target completion time of the initial Harbour Master's Investigation Report for serious or very serious incidents is within 6 weeks. The target to complete actions from the investigation and close out the incident is 10 weeks. Where prosecutions are involved, the target is to pass the appropriate documentation to our legal team within 10 weeks of the incident.

Shipping Movement and Passenger Figures

Commercial Shipping Vessel numbers to the end of June are at 10781 an **increase of 28%** compared to the first six months of 2020. This is likely to be due, in part, to the recent easing of COVID restrictions.

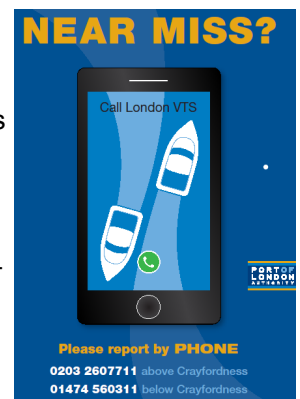
Passenger Numbers have also seen a **reduction of 64%** for similar reasons, but these figures are now on the rise due to the easing of restrictions.

Near Miss reporting—so far in 2021



Near Miss reporting has again taken a further dip in 2021, this time last year we had 15 near miss reports, in comparison with 12 reported this year alone. Near misses are encouraged to be reported as often as possible so that we can learn from these before something on a bigger scale occurs. The importance of Near Miss reporting can be found on our website here—

<http://www.pla.co.uk/New-campaign-to-record-Tidal-Thames-near-misses>



We hope that, over the next 6 months, near miss reporting will become more of a regular occurrence in comparison to the last 2 years. The majority of Near Misses reported this year are in relation to Vessel—Collisions (vessels passing at close quarters) closely followed by Navigational Hazards—one example being a ship forced to wrong side of channel due to inappropriately moored barge.

January to June 2021 in detail

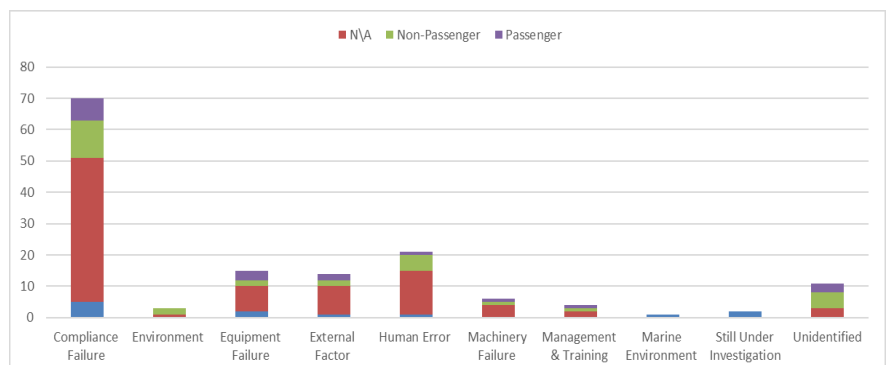
There have been 133 incidents, 12 near misses, 1 safety occurrence and 1 serious incident to the end of June 2021 giving a total of 147 — 31 less than this time last year, a **decrease of 18%**. Much of this can be attributed to the reduction in Commercial shipping movements and passenger vessel traffic in central London during the Covid-19 Pandemic. However, with restrictions easing we have already seen traffic and incidents on the increase.

Deficiency reports are down 54%, this is particularly due to the low volumes of traffic on the river due to the current COVID-19 situation. There have been **43** Pilot Ladder non-compliance reports so far in 2021, this stood at 69 this time last year. These 43 account for over half of the deficiency reports in commercial shipping this year.

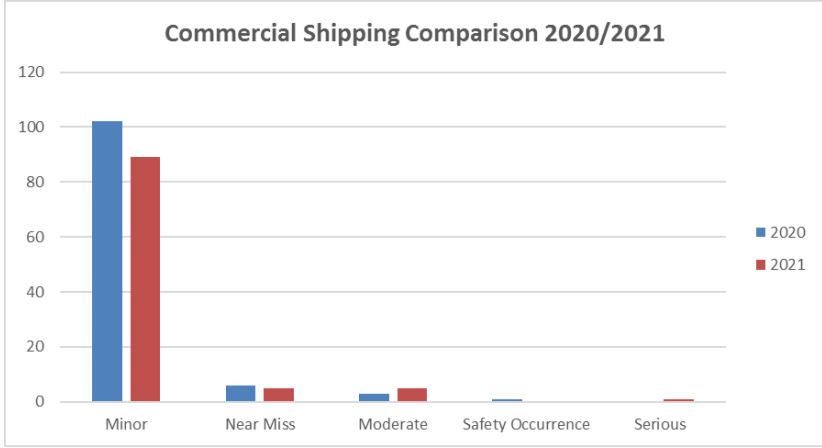
What are the identified causal factors?

Looking into the top causal factors, Compliance Failures show up as the predominant issue. These are almost exclusively linked to Pilot Ladder Deficiencies.

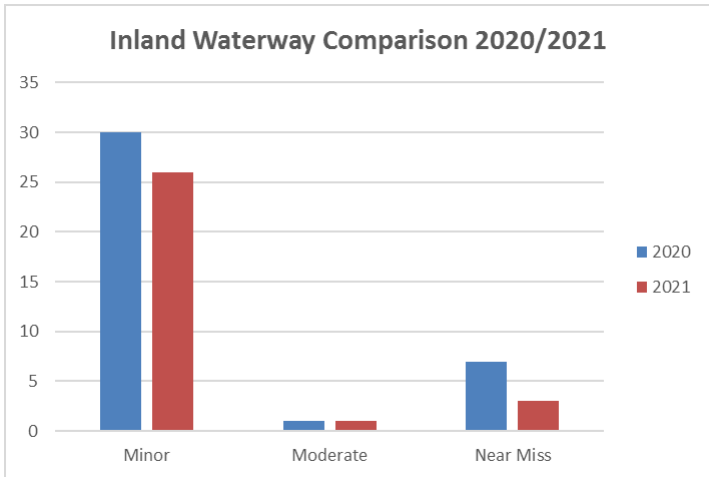
Commercial shipping is the sector where causal factors are most frequently identified. Human Error along with Equipment failure, closely followed by external factors are the next most common.



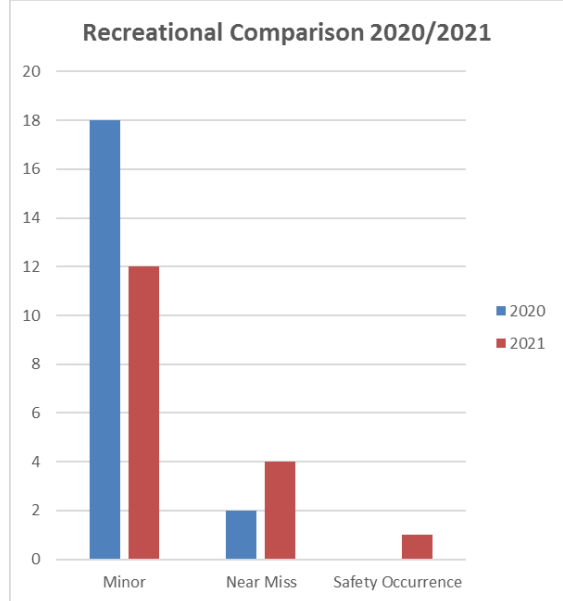
Commercial Shipping, Inland Waterway & Recreational 2021



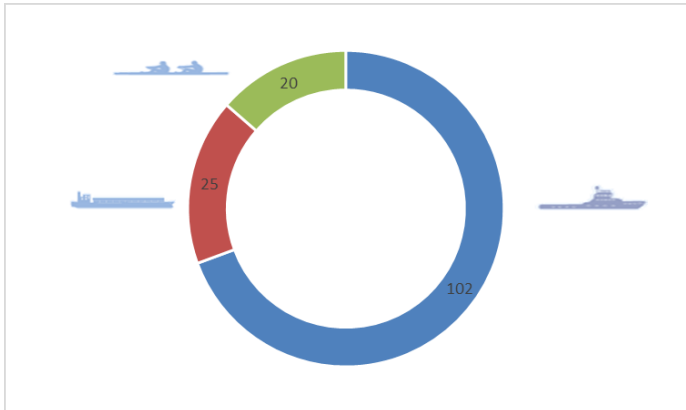
Commercial Shipping has seen the largest rise in incidents over the last six months. This is largely due to Pilot Ladder Deficiencies being reported on a regular basis. There has been a **13% decrease** in minor incidents compared to this time last year. There has been 5 incidents classed as moderate — these were predominately relating to Vessel Contacts. There has been one serious incident reported from this sector relating to a vessel grounding at a berth.



Due to Covid-19, a significant portion of inland waterway traffic, predominantly passenger boat operators closed due to another national lockdown during the end of 2020 and the into the beginning of 2021. There has been a **decrease of 7%** in minor incidents reported compared to this time last year. The majority of these incidents relate to Machinery Deficiencies. The only moderate incident relates to a vessel making Contact with pontoon at Barrier Gardens Pier.



Again due to the COVID-19 lockdown, Recreational activities on the Thames have been very limited during the start of 2021. This is a major contributory factor to the **33% decrease** in all Minor incidents for this sector compared to this time last year. We have however, had four near misses reported in this sector. Which is up by 2 from this time last year.



2021 reports by vessel type

The largest increase has been from the commercial shipping sector which has shown a steady increase in machinery and pilot ladder deficiency reports. However, we have seen a **15% decrease** in commercial shipping incident reports in comparison to this time last year.

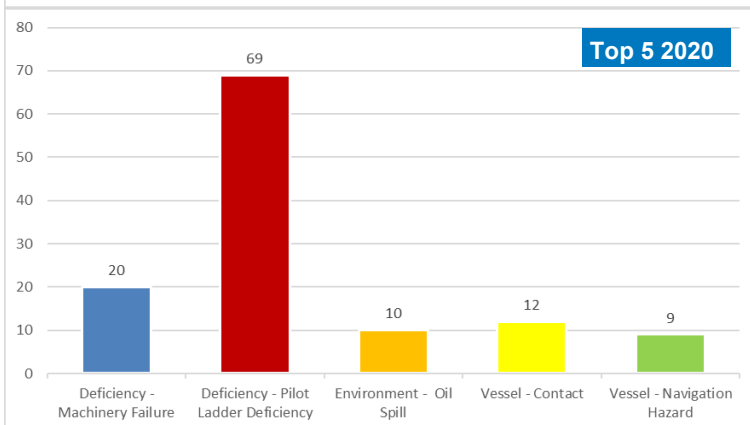
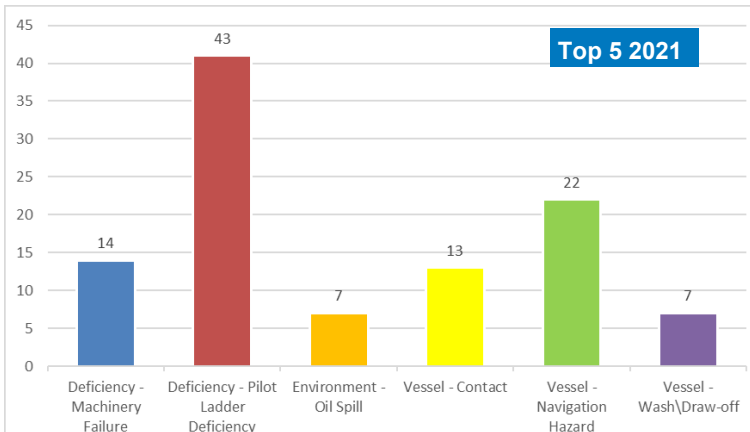
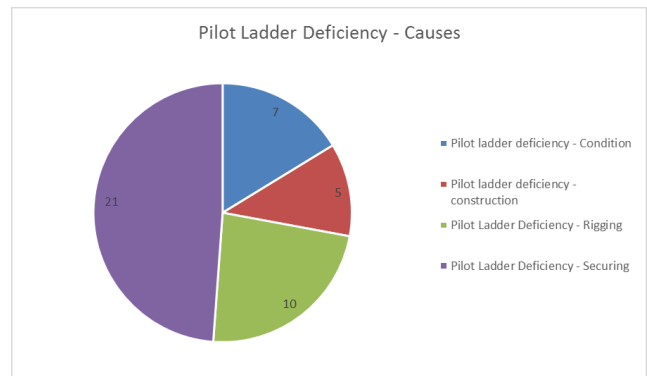
Inland waterways have an even spread of oil spills, Contact and wash draw off incidents so far this year. There is nothing of any significance to note within the Recreational sector at this point of the year.

Primary Incident types in depth

What incident types have shown an increase?

Due to the reduction in vessel movements across all sectors, the majority of Primary Incident Types have all seen reductions.

Navigational Hazards have seen an increase of **144% from this time last year**. We have also seen 7 Wash/Draw off incidents reported in comparison six being reported at this point last year, but not enough to make the top 5 at this point of the year in 2020.



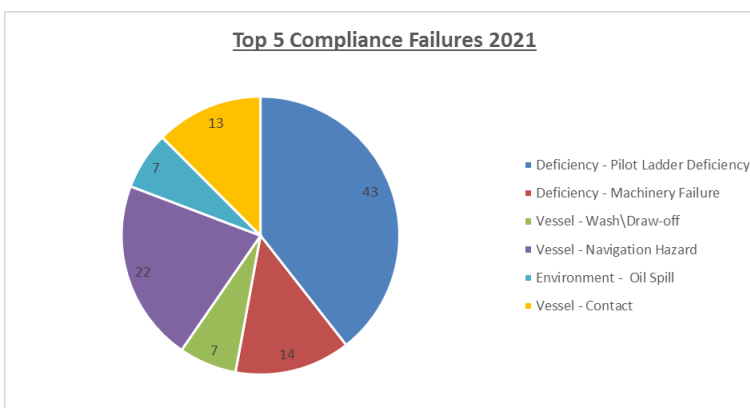
What incident types have shown a decrease?

Pilot Ladder Deficiencies have decreased despite continuing high traffic volumes, this is largely due to the second national lockdown being imposed. Navigation/Hazard incidents have risen by 6 in comparisons to this time last year.

43 Pilot Ladder Deficiencies have been reported so far this year in comparison to 69 in 2020. The main cause is recorded as securing arrangements, with general construction of the ladder and poor rigging being other causes of note.

Machinery Failure Deficiencies have also seen a reduction from 19 reported this time last year to 14 reported this year.

Compliance Failures



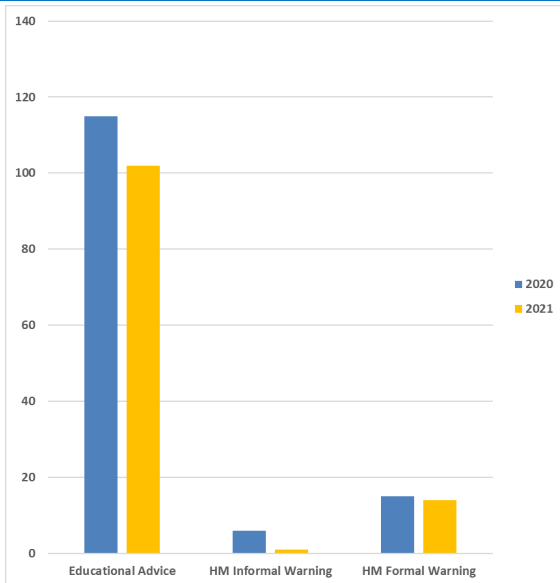
Compliance failures account for 69% of the identified causal factors so far this year. This will be due the number of Pilot Ladder Deficiencies reported, evidenced by the fact that Commercial Shipping account for over 75% of all compliance failures.

Recreational compliance failures, of which there are only 4 reported, relate to a Navigational hazard and a machinery deficiency.

There has been 4 Compliance failure reported in 2021 within the Inland Waterway sector. These were due to a vessel suffering a loss of steering, loss of propulsion failure and a vessel creating excessive wash.

Total compliance failures have decreased from 122 in the first six months of 2020 to 61 in the first six months of 2021.

Enforcement Actions (Jan - Jul 2020—2021)



The majority of enforcement actions so far this year, have come from the Commercial Shipping sector. These relate to either educational advice or warnings being given. These have usually applied to inappropriately rigged pilot ladders or illegal weighted heaving lines.

There have also been formal and informal warnings issued to vessels for navigating inappropriately and not adhering to COLREGS, General Directions and Thames Byelaws.

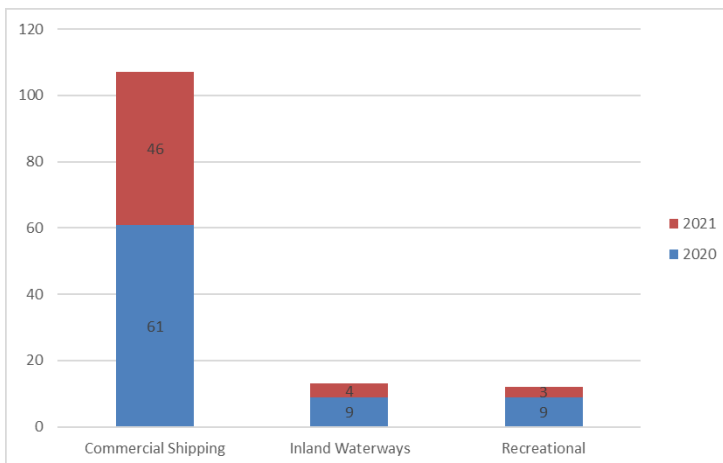
Enforcement actions can range in severity, from education and advice, to informal verbal warnings and formal written warnings, through to, when required, action in the Courts.

There have been no prosecutions to date in 2021.

To view our previous prosecutions, visit: <https://www.pla.co.uk/Safety/Regulations-and-Guidance/Enforcement-Action>

Focus— Enforcement Actions (2020—2021)

Enforcement Actions by shipping sector.



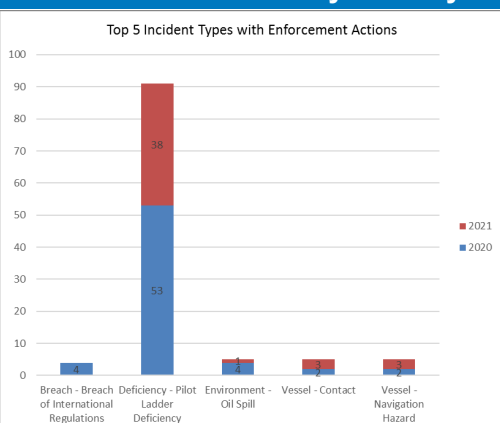
- Enforcement Actions issued within the commercial shipping sector have been increasing in number over the past year or so, most of these relate to Pilot Ladder Deficiencies and weighted heaving lines in the Commercial Shipping Sector. Following these the MCA are also notified and will often attend to inspect the vessel in question.

- Inland Waterways, at this time last year, had nine enforcement actions issued, in comparison to four this year. Last years actions ranged from vessels creating excessive wash, lack of communication and failure to follow the byelaws/COLREGS. This year follows the same pattern with non compliance of

the byelaws and COLREGS, also human error is a common cause of the enforcement action being issued within this sector.

- Recreational enforcement actions from this time last year relate to vessels navigating on the wrong side of the river and harbour master’s warnings issued on every occasion for non compliance with COLREGS and failure to follow procedures. The enforcement actions issued in this sector this year relate to Inadequate training/qualifications and poor judgement. A Harbour Masters warning was issued following the Harbour service launch intervening with a homemade recreational vessel, which was stopped for not having appropriate

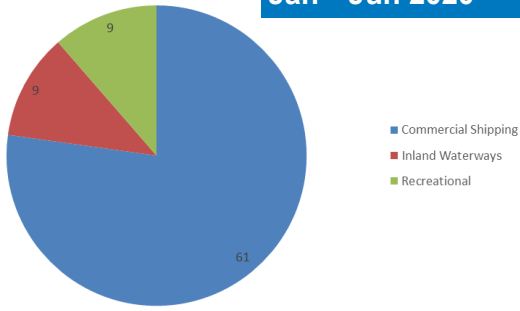
Enforcement Actions by Primary Incident Type



The majority of the enforcement actions issued (Jan—Jun 2020 and Jan—Jun 2021) again relate to Pilot Ladder deficiencies, with high numbers still being recorded. Most PLD results in an enforcement action from the Harbour master being issued to the master of the vessel and MCA action. All other categories are relatively low in count in comparison to this category.

Enforcement Actions Jun-Jun (2020 & 2021)

Jan—Jun 2020



Enforcement Actions at this point of the year were dominated by the commercial shipping category, Inland Waterways and Recreational sectors were extremely low in comparison, this is largely due to the two national lockdowns in the past year due to COVID 19 resulting in low activity on the river from commercial operators and recreational users.

We are still relatively low this year in comparison (due to COVID 19), however, Commercial Shipping is still dominant with the amount of pilot ladder deficiencies being reported. Recreational and Inland Waterways have not seen much of a drop from this point last year, however with restrictions being lifted and the traffic on the river increasing this could rise in number quite significantly over the next few months.

Jan—Jun 2021

